

**Amendments to the Specification:**

Please replace paragraph [0021] on page 5, lines 1-11 with the following amended paragraph:

B1  
[0021] Every terminal includes an identification module 40 in which user-specific data are stored, as well as a contactless interface 41 over which a local radio connection can be established. The contactless interface allows a radio connection at close range (typically up to a maximum of 20 meters) and comprises preferably a chip 41, for example a RFID (Radio Frequency Identification) chip, and an antenna 410, for example a coil. The chip comprises a radio part and data processing means and can send and receive data in a defined frequency range, for example in an ISM (Industrial Scientific and Medical Applications) range or in a frequency range between 2.4 to 2.5 GHz. Depending on the frequency used, the antenna 410 can also be integrated in the chip or consist of a wound coil.

Please replace paragraph [0022] on page 5, lines 12-23 with the following amended paragraph:

B2  
[0022] Identification data and authorization data of the user are stored in various storage areas in the identification module. The user's identification data comprise preferably the user's identity, for example his name and/or user number. If the identification module 40 can also be used as SIM (Subscriber Identification Module) card in a mobile telephone, the user's identity can also consist of his IMSI (International Mobile Subscriber Identification) number in the mobile radio network. In a variant embodiment, the identification data comprise also biometric parameters of the user, for example a photograph, voice parameters, iris and/or

B<sup>2</sup> retina parameters, a finger print etc. With these biometric parameters, it can be reliably determined whether the user of the identification module is also the rightful owner.

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Please replace paragraph [0023] on page 5, lines 24-30 with the following replacement paragraph:

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B<sup>3</sup> [0023] Depending on the application, the authorization data can include different types of data. If the identification module 40 is used for identifying passengers in public transportation, the authorization data comprise for example the type and validity of the user's ticket or season ticket, his seat bookings, possible blocking data if the season ticket has been blocked etc. These data are preferably stored in a secured area of the module that cannot be modified by the user alone.

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Please replace paragraph [0026] on page 6, lines 14-21 with the following amended paragraph:

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B<sup>4</sup> [0026] Over the contactless interface 41, the external portable authorization-checking device 90 can access the user's identification and authorization data and reproduce these data optically and/or acoustically. The authorization-checking device comprises a housing 91 with a contactless interface using the same protocol and the same frequency as the identification module 40. The housing 91 accommodates the entire electronics (contactless interface, data processing means, battery and/or solar cells, optional additional radio receiver etc.).

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Please replace paragraph [0036] on page 9, lines 16-22 with the following amended paragraph:

B3  
[0036] The central data processing means 2 have at least one radio receiver 21 over which data from at least one sender 1, 7, 8 (Fig. [[2]] 5) outside the vehicle can be received. According to the application, the radio receiver 21 can receive for example DAB (Digital Audio Broadcasting) including accompanying data, DVB (Digital Video Broadcasting) including accompanying data, GSM (Global System for Mobile Communications) or UMTS data including WAP data, GPS (Global Positioning System) data etc.

Please replace paragraph [0040] on page 10, lines 9-24 with the following amended paragraph:

B4  
[0040] The data process means 2 can receive over said additional radio receiver 21 a list of authorizations ~~resp.~~ and/or a list of bookings and/or a list of barred passengers and thus establish whether the passenger is allowed to enter or whether the vehicle is barred to him. If the passenger is barred from the vehicle, the data processing means 2 can for example take appropriate measures in order to refuse access to the passenger, for example acoustic or optical warning signals can be activated and/or the relevant entrances closed resp. not opened. If the passenger is allowed to board, the passenger can enter the vehicle and take a seat. In the vehicle, additional transceivers 31 are provided that collect the identification parameters in the passenger's identification module 40 and forward them to the central data processing means 2. These data processing means can for example check whether the passenger is occupying the seat reserved for him in an allowed travel class. For this purpose, the

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Bl transmitted authorization data can for example include booking information and/or travel class indications.

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